

LINER SUNK WITHOUT WARNING; U BOATS DESTROY 10 MORE SHIPS

CONVOY IS DENIED ST. LOUIS, U. S. HOLDING THE BLOCKADE ILLEGAL, BUT SHIP WILL SAIL

Government Acts on Policy Americans Have Inalienable Right on High Sea.

HALTS ALL BOOKINGS.

American Line Advises Applicants for Passage to Use White Star Vessels.

Armed convoy of the American Line steamship St. Louis through the German danger zone was to-day refused by the State Department, according to a statement made this afternoon by P. A. S. Franklin, head of the International Mercantile Marine. He added that his agent in Washington had sent word that the State Department was forwarding a note explaining its decision.

Mr. Franklin reiterated this afternoon that the St. Louis would certainly sail from this port.

"I have called a meeting of the directors and department heads of the company," he said, "and it will there be decided whether the vessel shall be armed or painted in accordance with the German prescription or go just as she is. The time of sailing will not be determined until the receipt of the note from the State Department."

The number of first class passengers on the St. Louis has been reduced from 110 to 45 by the cancellation of bookings by Americans. The remaining 45, while including a few Americans, are mainly English and Canadians.

The American Line sent a telegram this afternoon to its agents throughout the country ordering them to refuse, until further notice, all passenger bookings by the line, as it cannot now designate sailing dates.

The same telegram advised the agents to notify applicants for passage that the White Star Line is maintaining its sailing schedule and that passengers sailing on its vessels are receiving the protection of the British Government while passing through the German danger zone.

In denying a convoy, the Government is acting on the policy that Americans have an inalienable right to traverse the high sea, that the German submarine blockade is entirely illegal and that any sinking of American ships in contravention of law would immediately lead to hostilities.

American Merchantmen Will Mount Guns in Case of War.

BOSTON, Feb. 7.—It was learned to-day at the Charlestown Navy Yard that plans in detail are in the hands of the Navy War officials for the arming of merchantmen vessels in case this country is drawn into the war.

These merchant ships will be used to carry supplies, fuel and other necessities to naval bases and American war craft and also cargoes to neutral ports.

ONE DEAD, 3 HURT AS AUTO HITS CAR OF BESSIE ABBOTT

Robert Barber, Steamship Man, Killed in Collision on Riverside Drive.

Robert Barber, thirty years old, son of Herbert Barber, founder of the Barber Steamship Company of No. 17 Battery Place, died early to-day in St. Luke's Hospital, the victim of an automobile collision at Riverside Drive and One Hundred and Eleventh Street. The accident occurred about 1 o'clock this morning.

Mr. Barber was hurled twenty feet and landed against an iron railing. His skull was fractured and he died without recovering consciousness. In the other machine was Mrs. Bessie Story, better known as Bessie Abbott, the opera singer. Mrs. Story was only slightly injured.

Two young women who were passengers in the Barber car were picked up unconscious, and also taken to the hospital. They are described to the police as Madeline Smith, twenty years old, of No. 122 West Forty-fifth Street, a cabaret singer at Churchill's restaurant, and Piny Hamman, twenty years old, of No. 604 Seventh Avenue, Astoria, L. I., a show girl at the Winter Garden. Her New York address is said to be No. 300 West Forty-ninth Street.

At St. Luke's Hospital the superintendent this afternoon said Miss Smith was out of danger, but that Miss Hamman had been seriously injured and was still in a precarious condition. Miss Smith is suffering from bruises and shock. She may be able to leave the hospital in a few days. Miss Hamman has several broken ribs and is thought to have suffered internal injuries.

At the Winter Garden the management got word early this morning that the injured chorus girl was one known to the Winter Garden employees as Clementine Clayman. She had a minor part in the chorus.

The Churchill's management said Miss Smith had been employed there for six weeks as a dancer and singer. The Barber car was driven by William H. Lewis of No. 601 West One Hundred and Thirty-fifth Street. Mrs. Story's chauffeur was Charles T. James of No. 481 West One Hundred and Fifty-ninth Street. The police took both to the West One Hundred and Twenty-fifth Street Station and charged them with homicide.

Mrs. Story, who fainted but was revived, told Policeman Hanover that she had just taken some guests home and was returning to No. 927 Park Avenue, where she lives with her mother, Mrs. Waldo Story. Her limousine, she said, was going at a moderate speed, and turned out of the main drive to take the cut to One Hundred and Tenth Street when the north bound Barber car collided with it.

The Story machine was whirled around, the other car dashing off at

(Continued on Second Page.)

BOTH PARENTS NOW HELD IN MYSTERY OF SLASHED BOY

Father Arrested After Conflicting Statements—Neighbors Praise Accused Mother.

NO CLUE TO STRANGER.

Mother Remanded Without Bail After Hearing on Charge of Felonious Assault.

Both parents of little John Blacocci, the five-year-old boy found in the cellar of his home at No. 702 Eagle Avenue, the Bronx, with his throat slashed, are now in jail as a result of the District Attorney's investigation.

Mrs. Blacocci was arraigned in the Morrisania Court to-day on a charge of felonious assault and held without bail.

Pasquale, the boy's father, was arrested early to-day and is being held as a material witness because of conflicting statements. At Lincoln Hospital it was said to-day the boy's injury is not as serious as it was first stated to be.

Meanwhile the police, who have been investigating the family's record in the neighborhood, have received nothing but favorable reports concerning Mrs. Blacocci, who was arrested last night after she persisted in her story that John had told her "a man had stabbed him."

The police declare John told them his mother directed him to say a man had injured him. The mystery as to why the mother should want to injure her child is all the greater because of the stories her neighbors tell of her great affection for her son. These neighbors say that John was his mother's favorite, her two other children and the two youngsters that board with the family receiving no such affection as he did. The child's life was insured for \$50, it is said.

The police theory that the mother flew into a rage and attacked the boy puzzles the neighbors. They say that her willingness to take care of two more children shows she was not lacking in patience.

"So far we have found no one who saw the strange man the mother speaks about," said Assistant District Attorney Mork. "It is one of the queerest cases we have had to deal with in a long while."

500,000 WOMEN OF N. Y. OFFER SERVICES TO STATE

Mrs. Whitehouse Greeted by Gov. Whitman, Who Thanks Her for the Proposal.

(Special from a Staff Correspondent.) ALBANY, Feb. 7.—Mrs. Norman Whitehouse of New York, to-day, had an interview with Gov. Whitman during which she gave him resolutions adopted by the New York Women's Suffrage party offering the services of its members to the State during the war crisis in any capacity which the State deemed them fit to serve.

She said that half a million women of the State were already organized. The English Premier and his fellow officials had declared that the war could not be prosecuted by Great Britain without the aid of the women.

"I am more than glad to see you and thank you for your offer," replied the Governor. "Of course I know you share with me the hope that an emergency which will require such services shall not arise. If it does there will be no more valuable aid rendered than that which will be given by the women of the United States."

GERARD OUT OF GERMANY; WILSON STANDING FIRM AND ASKING NO FAVORS

U. S. Ambassador to Spain Gets Message From Gerard at Berne, Switzerland, Following Reports That He Had Been Detained.

WASHINGTON, Feb. 7.—Ambassador Willard at Madrid reported to the State Department to-day that he had received a despatch from Ambassador Gerard, sent from Berne, Switzerland.

Although no word came from Ambassador Gerard himself, or from American Minister Stovall at Berne, the State Department interpreted Mr. Willard's despatch as indicating that Mr. Gerard had left Berlin and had proceeded as far as the Swiss capital.

The fact that Mr. Gerard was not expected to leave Berlin before Sunday, coupled with the possibility that he may have sent a despatch to Berne to be transmitted to Ambassador Willard, makes it possible that Mr. Gerard has not left Germany.

The State Department had sent to Ambassador Willard a despatch to be forwarded to Ambassador Gerard in Berlin which would be of value only in case Mr. Gerard still were in the German capital.

Ambassador Willard replied he had received a despatch from Mr. Gerard at Berne and wished instructions as to whether he should forward the Department's despatch to him there.

No direct report has been received from Berne from Mr. Gerard or from the American Minister there, but word is expected during the day which will clarify the situation. The last despatch from Mr. Gerard at Berlin was dated Feb. 5.

A Havana despatch from Barcelona, Spain, says that Ambassador Gerard will sail from that port for the United States on a Spanish liner.

From European sources outside of Germany the Government learned that the German Government actually did consider Mr. Gerard practically as a hostage until it received advice from Washington detailing the arrangements made for the safe departure of Count von Bernstorff.

It was disclosed to-day that on Monday the State Department sent a long despatch giving the plans worked out for the safe departure of the dismissed German Ambassador and his suite. Any plans German officials might have entertained to restrain the departure of Mr. Gerard were then, of course, dropped.

The German Government's action is believed to have been more in the nature of a move to compel a safe return of von Bernstorff through the Allied blockade rather than any step against Mr. Gerard or the United States.

While hoping that Germany will amend her U. boat programme, Government officials to-day made it plain they do not want the people of the United States to underestimate the probability of war.

The President and his advisers are to stand pat. They will do nothing to provoke hostilities, but will continue to make every preparation for the defense of the country. There has been and will be no effort to reopen exchanges with the Berlin Government through Spain or through any other medium.

The break of relations with Germany is going to remain complete. The United States will ignore Germany. No opportunity will be sought to give Germany a chance to express regret or modify her U. boat policy.

THE WORLD TRAVEL BUREAU
100 West Wall St., N. Y. City
Room 1001, Wall St. N. Y. City
Telephone 4000-4001, 4002-4003
Teletype 4000-4001, 4002-4003
Radio 4000-4001, 4002-4003
Cable 4000-4001, 4002-4003
Post Office 4000-4001, 4002-4003
Express 4000-4001, 4002-4003
Freight 4000-4001, 4002-4003
Parcel 4000-4001, 4002-4003
Cargo 4000-4001, 4002-4003
Passenger 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003
Automobile 4000-4001, 4002-4003
Motorcycle 4000-4001, 4002-4003
Bicycle 4000-4001, 4002-4003
Tricycle 4000-4001, 4002-4003
Quadricycle 4000-4001, 4002-4003
Motorboat 4000-4001, 4002-4003
Steamboat 4000-4001, 4002-4003
Ship 4000-4001, 4002-4003
Aircraft 4000-4001, 4002-4003